

# City of National City Downtown Specific Plan

## PARKING / TRANSPORTATION DEMAND MANAGEMENT POINTS

	Very Effective		Effective		Partially Effective		Effective only with Other Measures	
	Notes	Points	Notes	Points	Notes	Points	Notes	Points
SITE DESIGN	3 POINTS		2 POINTS		1 POINT		.25 POINTS	
Access to garage by alleys that lowers on-street parking removals					per space saved	1		
Provide underground parking or street level structure with sides fully screened							per space	21.75
Provide flex parking that can be converted later from parking to ground floor retail							per space	2
Provide surface parking area that doubles as public realm space if not parked on							per space	
Minimize curb cuts to protect on-street parking					per space saved	1		
For employment uses, provide a changing room / shower			per tenant space	2				
Provide secure bike parking					min. 8 bikes	1		
Widen adjacent public walkways beyond 8' in total width							per block face	
Provide work lofts with flex space for "at-home" work or small business			per unit	36				
LAND USE / TENANT MIX								
Internal mixed use for local serving retail & services			per 1,000 sf retail	4				
Provide affordable housing with resale restrictions*	per unit							
Provide senior housing or assisted care housing	per unit							
PROGRAMMATIC								
Unbundle parking with cash out options for second residential space					per unit	21.6		
Unbundle free parking for tenants (coupled with other measures from this list)					per tenant space	4		
Provide public use (free or for pay) of unused parking resulting from cash out policy					per space	3		
Arrange for shared parking agreements with on-site or near site providers			per offsite space					
Provide priority parking for certified vanpool or carpool users					per space	2		
Provide reserved space for carshare (such as zip car)					per space	1		
Tenant provided with rent credit for each employee allowed to telework	per full time staff							
NEAR SITE FEATURES								
Help fund district parking conversions from parallel to angled parking					per space paid			
Provide a drop-off zone for Uber / Lyft / taxis							per drop off	
Finance and maintain an enhanced transit stop							per stop	
Provide public recharging facility							per station	
Provide carshare reserved spaces on street (such as Car2Go)					per space	1		
Provide small parking for NEV, motorcycles or scooters					per space	6		
Provide additional off-site bike parking beyond on-site bike parking							per 4 bike racks	
FUNDING								
Provide membership in carsharing programs if available							per unit	34
Provide membership in bikesharing programs if available							per unit	34
Property management to provide free transit passes for one car residential tenants							per unit	17
Property management to provide free transit for on-site employers			per office	2				
Property management to provide transit passes for retail tenants to customers			per tenant	3				
Pay in-lieu fees for parking structure or lots	per \$15,000							
Make agreements for providers at nearby private lots			per space					
Require tenants, visitors & guests to pay for parking	per space	9						
	9.00		47.00			41.60		108.75
								206.35

### GO UP WITH MORE UNITS

1) Total Voluntary Parking Bonus Points **	206.35
2) Divide Total by 3 for Number of Units that can be Built without Parking***	68.78
3) Entitled Units without Bonus System with Standard Parking Rates	136
4) Maximum 33% New Bonus Units	44.88
5) Enter the Lower # From 2) or 4) +	44.88
6) Total New Unit Count with Bonus	180.88



### OR GO DOWN IN THE PARKING REQUIREMENT

0r: 6) Reduction in the number of Parking Spaces****	52
7) Parking Spaces Normally Required	194
8) Parking Spaces Required	142
9) Parking Spaces Reduction %	-0.36



\* State legislation requires parking reductions and would be available to the developer automatically with or without an agreement on this bonus program

\*\* The parking bonus program is predicated on the adoption of a parking management district with meters or parking limit times and residential parking permits

\*\*\* This program will require the developer, property manager or owner to provide a parking management and TDM status report every 5 years.

\*\*\*\* Assumed 1.15 vehicles per units without bonus system and using mix size and retail spaces

## Downtown District Off-Street Parking Requirement Comparison

		Residential (Apartments)				Non-Residential		
City	Population	Studio	1 br	2 br	3+ br	Retail	Office	Restaurants
National City (DSP)	54,260	1 per unit	1 per unit	1.2 per unit	1.4 unit	2.5 per 1,000 S.F. GFA		
La Mesa	57,065	1.5 per unit				3 per 1,000 S.F. GLA		
San Leandro	86,869	1 per unit (< 0.25 miles to transit), 1.5 per unit (>0.25 miles to transit)				2 per 1,000 S.F. (<5,000 S.F. - Exempt)	2 per 1,000 S.F.	<40,000 S.F. = 1 per 1,000 S.F. GFA ≥40,000 S.F. = 40 spaces, + one for each 50 S.F. of seating area over 4,000 S.F.
Long Beach	462,257	1 per unit (<450 S.F.) (Guest - 1 per 4 units)	1.5 per unit (>450 S.F.) (Guest - 1 per 4 units)	2 per unit (Guest - 1 per 4 units)	2 per unit (Guest - 1 per 4 units)	4 per 1,000 GLA	4 per 1,000 GFA (up to 20,000 GFA) 2 per 1,000 GFA (>20,000 GFA)	10 per 1,000 GFA (dining) + 20 per 1,000 GFA (dining) & 25 per 1,000 GFA for dance floor
Sacramento	479,686							
San Diego	1.3 mil.	1-2.25* per unit (based on proximity to transit and parking impact of location)				2.1-2.5** per 1,000 S.F.	1 per 1,000 S.F.	2.1-2.5** per 1,000 S.F.
Boulder, CO	103,166							
Ashland, OR	20,713	1 per unit (<500 S.F.) (Includes 1 br <500 S.F.)	1.5 per unit (>500 S.F.)	1.75 per unit	2 per unit	1 per 350 S.F. 1 per 750 S.F. (furniture & appliance)	1 per 500 S.F. 1 per 350 S.F. (medical & dental)	1 per 4 seat or 1 per 100 S.F GFA (whichever is less)

\*City of San Diego is in final stages of passing of an ordinance which will reduce the required off-street parking down to 0.5 per unit if low/very low income housing is developed within 1/2 mile of transit.

\*\*Based on Central Urbanized District of San Diego